

# BookletChart™

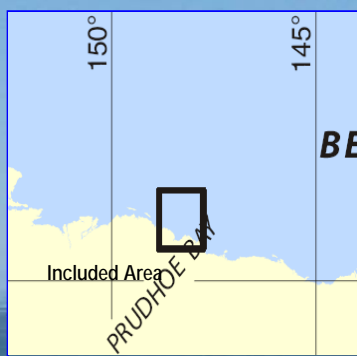
## Prudhoe Bay and Vicinity

NOAA Chart 16061

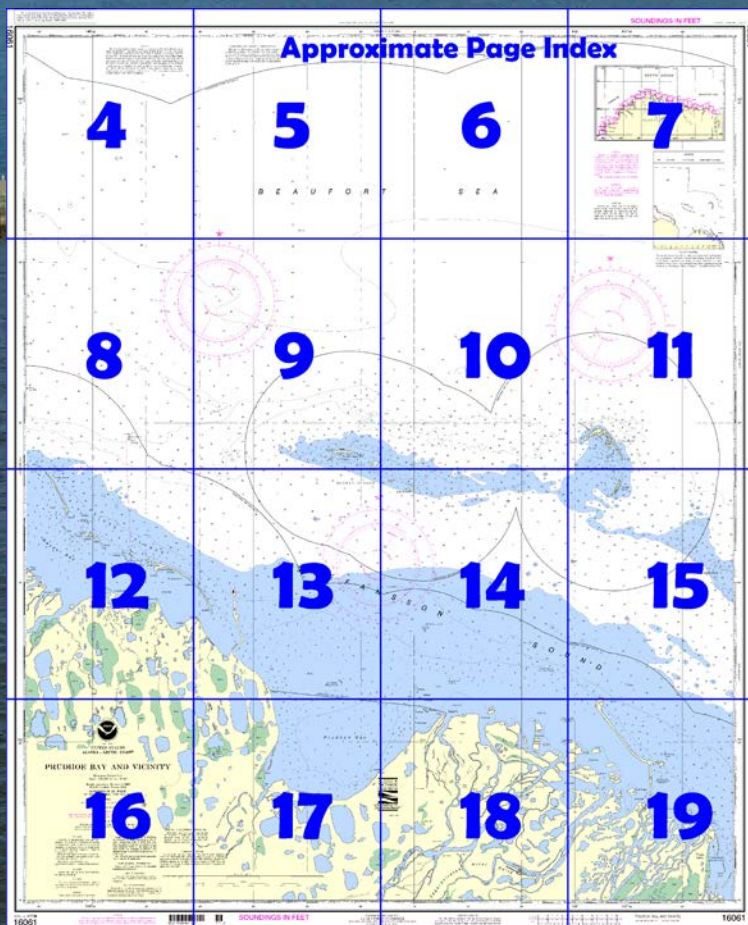


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16061>.



#### (Selected Excerpts from Coast Pilot)

The **Return Islands** begin 0.5 mile SE of Cottle Island and continue SE another 11 miles. **Long Island** is the westernmost and longest, about 5 miles, of the Return group; the passage between Cottle Island and Long Island has depths of 2 feet. Off the SE end of Long Island are bars and shoals that extend back into Gwydyr Bay, but depths of 5 feet can be carried into the bay between the bars and low, crescent-shaped **Egg Island**, next island to the SE.

Southeasternmost of the Return group is **Stump Island**, which is about 2 miles long and extends to within 0.5 mile of mainland Point McIntyre. The passage between Egg Island and Stump Island has depths of 3 feet,

but there is little water between Stump Island and Point McIntyre. **Gwydyr Bay**, the lagoon area between the Return Islands and the mainland, has depths of 3 to 5 feet as far E as low **Storkersen Point**, which is 10 miles from Beechey Point; the best entrance to the bay is W of Egg Island. **Kuparuk River** empties into the S side of Gwydyr Bay W of Storkersen Point. There is little water between Storkersen Point and **Point McIntyre**, 3 miles to the SE.

From the Return Islands to Brownlow Point, barrier islands parallel the coast and are separated from it by **Stefansson Sound**, an extensive lagoon. The mainland is low tundra with very little relief except for three prominent mounds W and SW of Tigvariak Island. Between the islands are many shoals and bars that are awash. The lagoon between the island and the mainland has depths of as much as 30 feet but also has many areas too shallow for navigation by small boats. The lagoon is 2 to 10 miles wide and extends in a continuous line from the Return Islands to Brownlow Point. Vessels following the coast may avoid the heavy ice that is nearly always present off the barrier islands by passing inside the islands by way of one of the deeper entrances. Ice frequently blocks these entrances, but passage usually can be made through leads.

The **Midway Islands**, 7.5 miles NE of Point McIntyre, are very low and have little driftwood on them; good anchorage for vessels drawing up to 6 feet can be found behind **Reindeer Island**, the W island of the group.

**Cross Island** is 6 miles E of the Midway Islands. Somewhat protected anchorage for vessels drawing up to 10 feet can be found behind the crescent-shaped island and the several small islets that extend to the S. Large ice floes remain hinged to the N and E sides of the island during the entire open season. Two miles SE of Cross Island is a shoal that extends 4 miles in a SE direction. **Dinkum Sands**, a gravel reef that bares, is halfway along the shoal.

**Prudhoe Bay** (70°20'N., 148°20'W.), SE of Point McIntyre, has shoals across most of its entrance. **Gull Island**, a small island midway along the shoals, is a conspicuous radar target. The bay proper has depths of 6 to 9 feet and affords good holding anchorage with protection from all but NW weather. The best access route has depths of 4 feet and parallels the W shore at a distance of 0.4 mile.

On the NW side of Prudhoe Bay, about 1.5 miles SE of Point McIntyre, a causeway extends about 2.2 miles offshore. A barge dock is on the E side of the causeway and a seawater treatment plant is near the outer end. Private daybeacons mark the intakes and outfalls of the seawater treatment plant. In 1969, a 360-foot wharf connected to the shore by a 1,200-foot causeway was constructed in the SE corner of the bay, about 3.3 miles from Heald Point. Depths of 4½ feet are reported along it.

**Heald Point**, on the E side of Prudhoe Bay entrance and 8 miles from Point McIntyre, is a 15-foot-high tundra bluff with a narrow sand beach at its base. Three small sand islets extend NW from the point. The submerged remains of an artificial island with a reported depth of 1 foot is about 2.9 miles N of the point. Put River aero radiobeacon (70°13'25"N., 148°24'50"W.) is about 8 miles SSW of Heald Point.

The delta of **Sagavanirktok River** extends the 9 miles from Heald Point to Foggy Island. The waters off the delta are extremely shallow and small boats find landing very difficult. **Howe Island**, 5 miles E of Heald Point, is near the middle of the delta area and is prominent from seaward; the island is 1 mile long, 0.2 mile wide, and has an elevation of 35 feet near its E end. A mile E of Howe Island is **Duck Island**, a small silt mound, and 4 miles E of Howe Island is **Point Brower**, the N extremity of tundra-covered **Foggy Island**.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

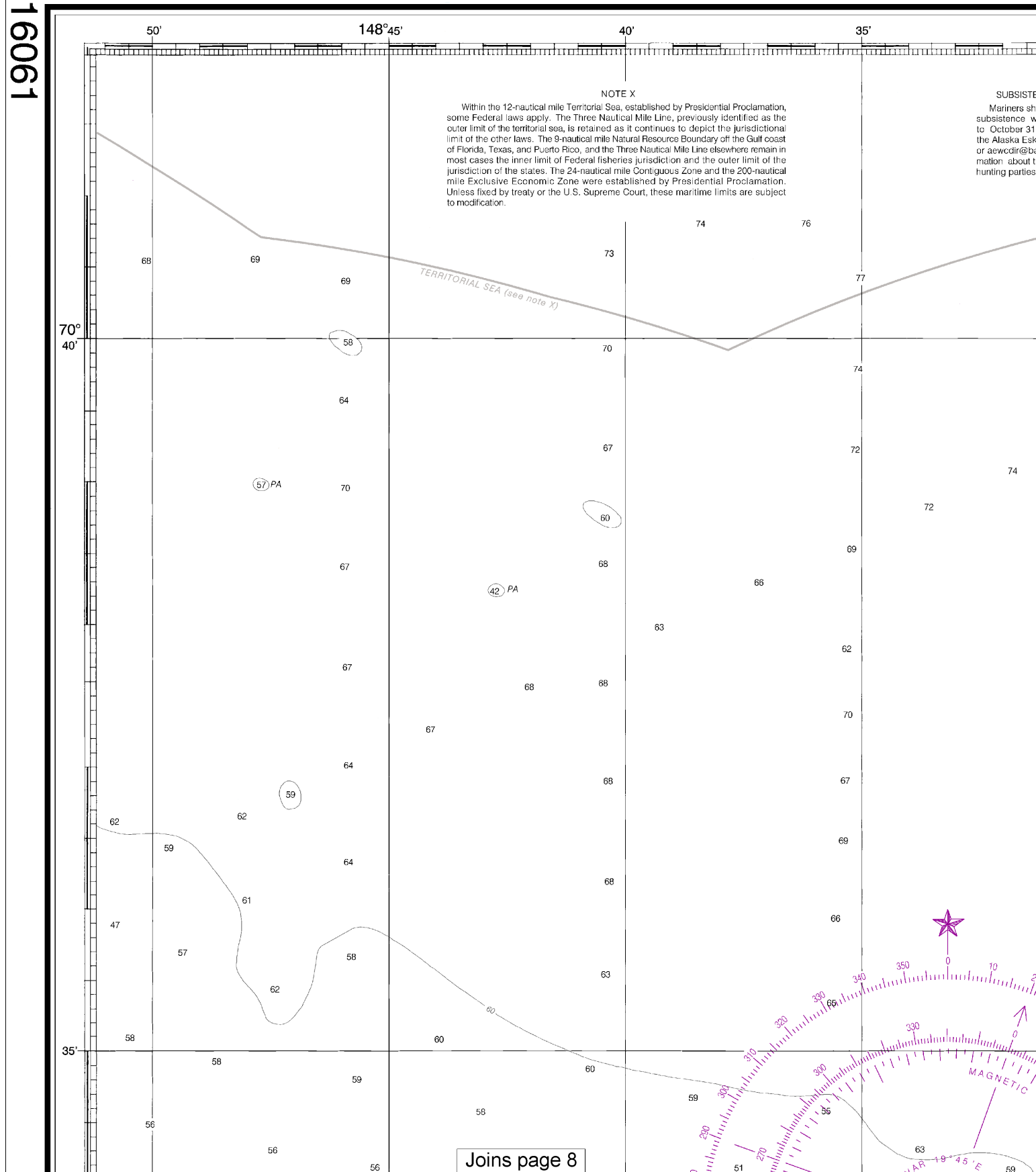
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

16061



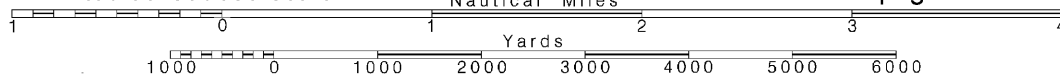
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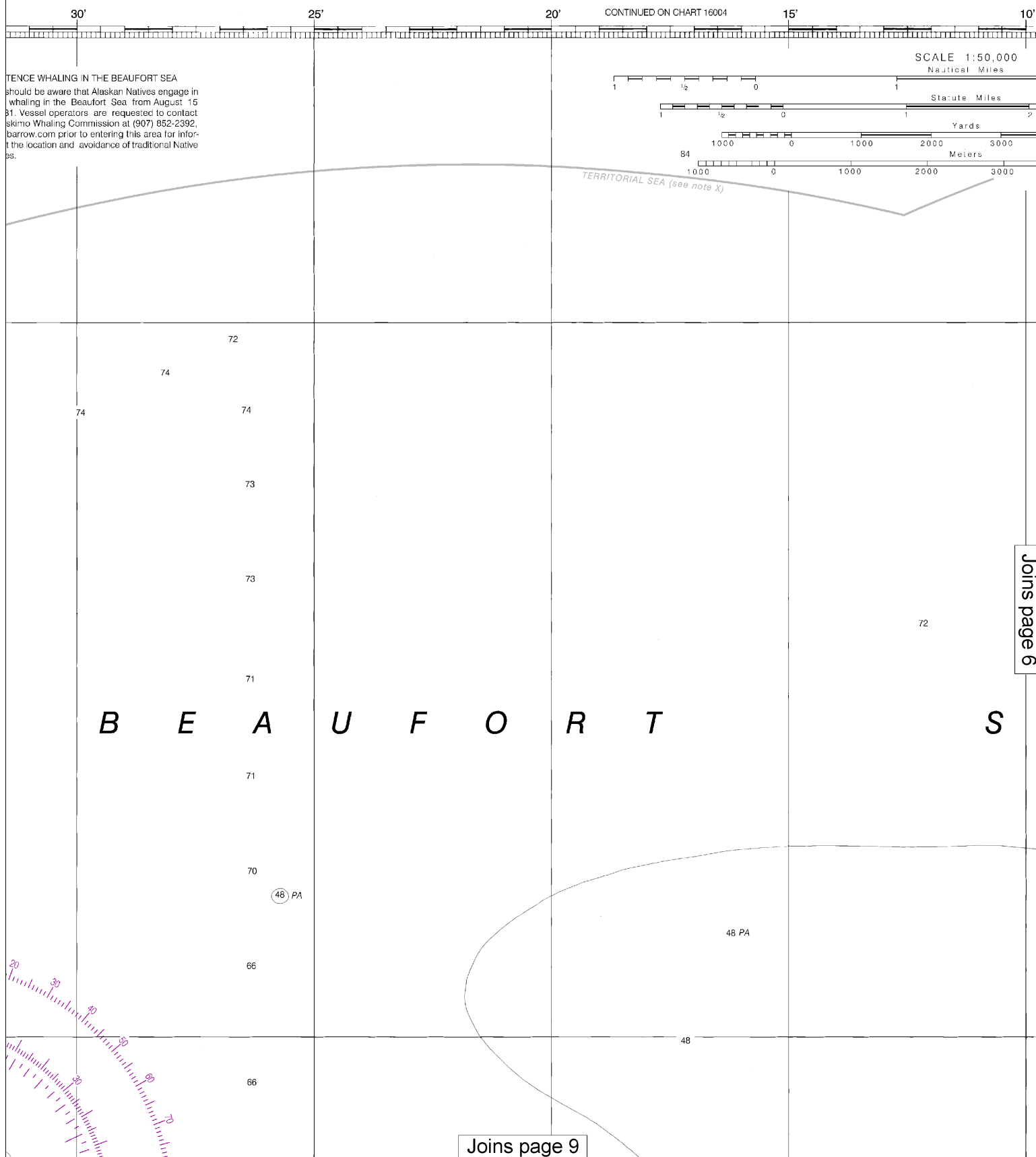
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

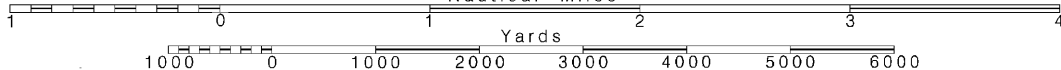
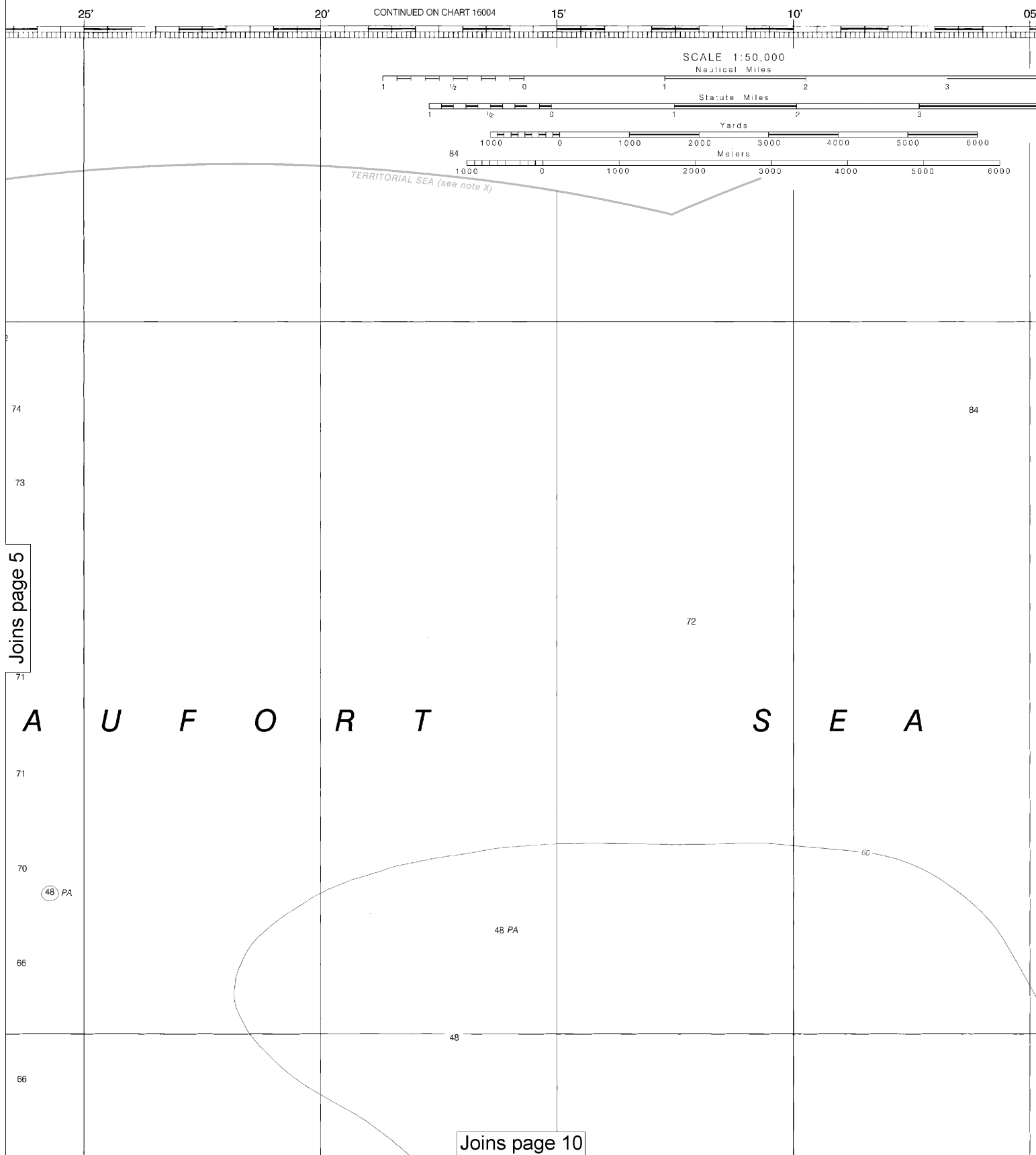
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Nautical Miles

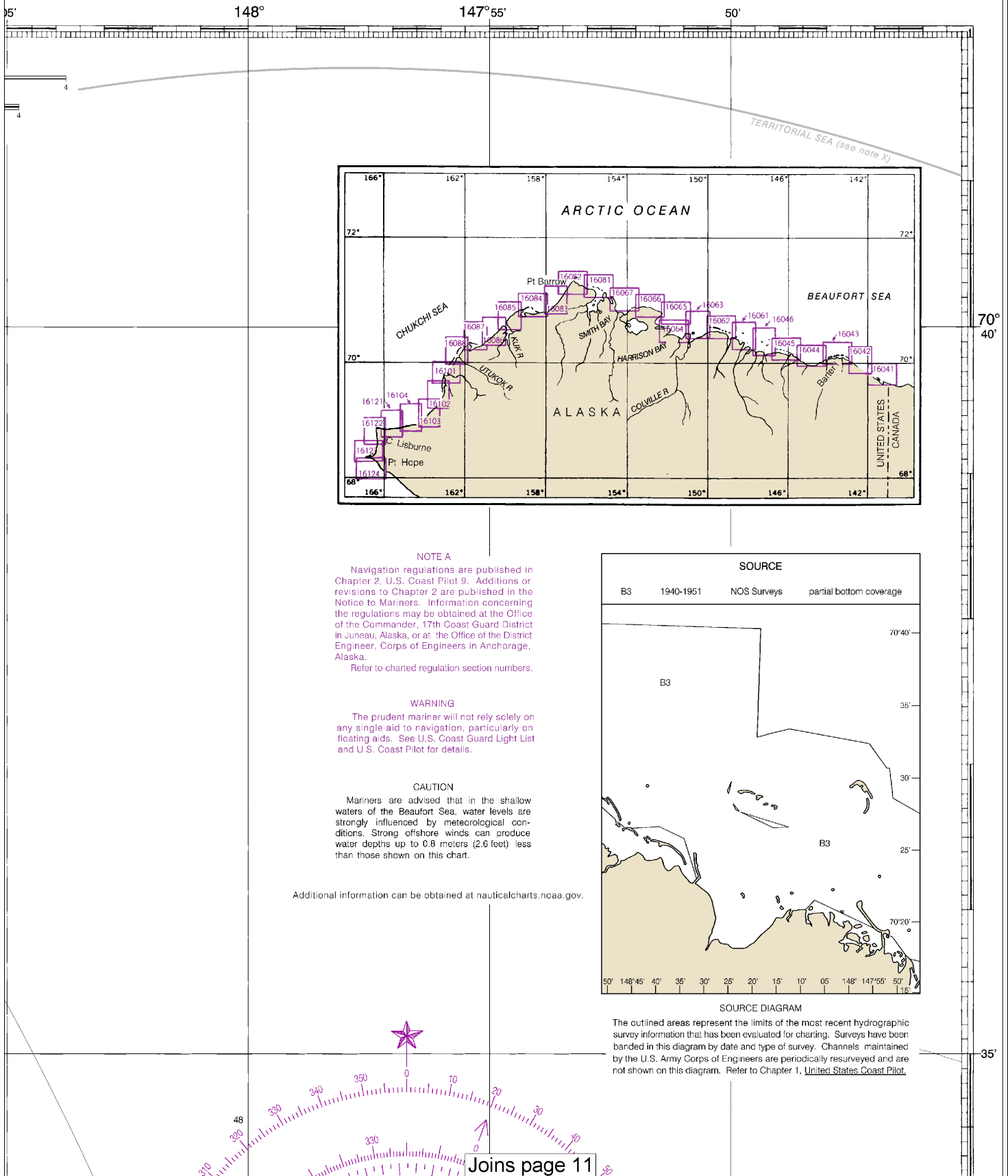
See Note on page 5.

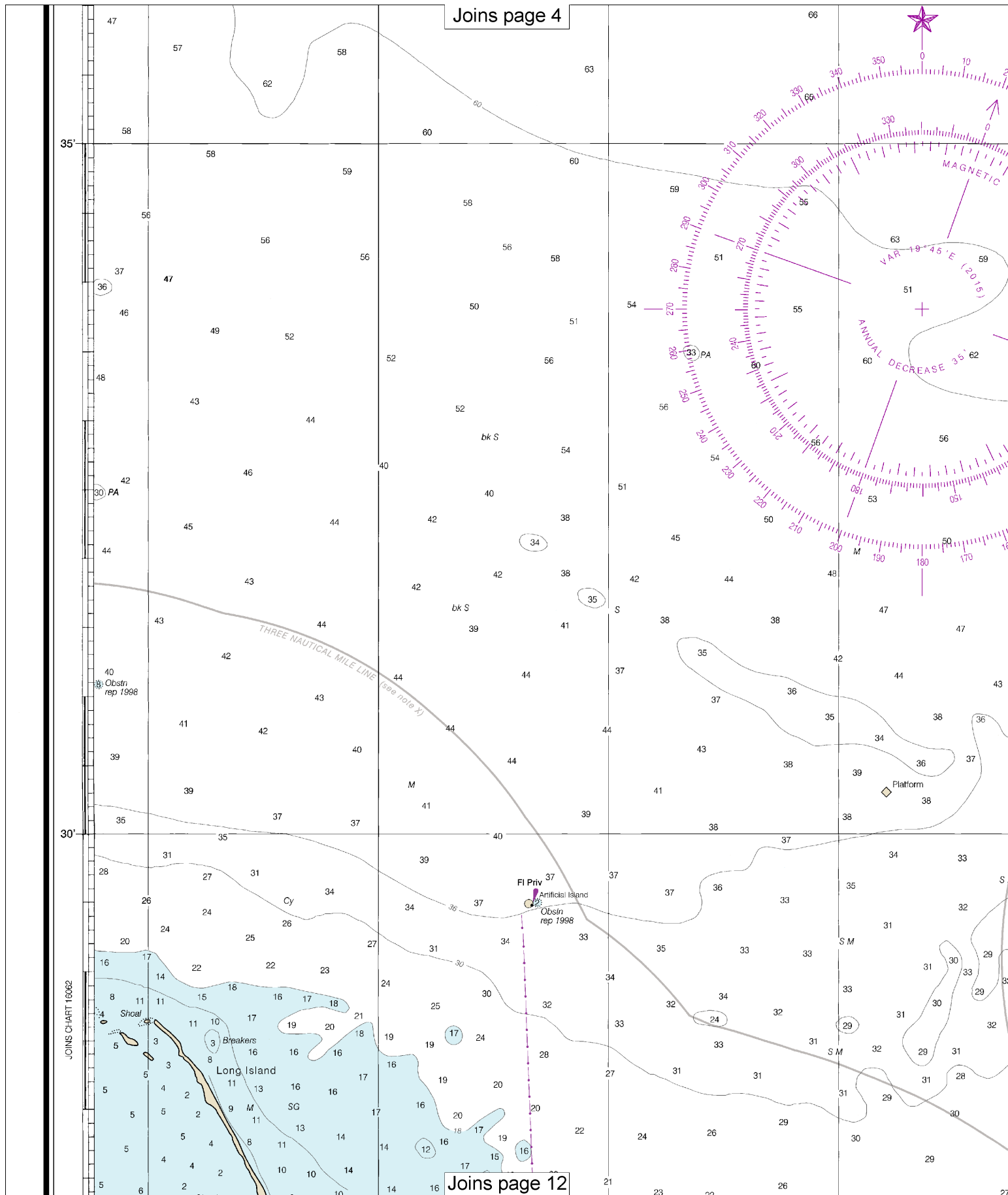




This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:66666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.







Joins page 4

Joins page 12

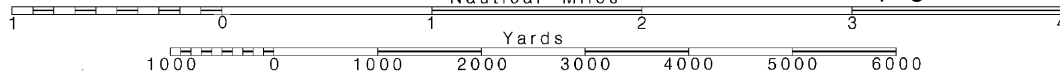
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

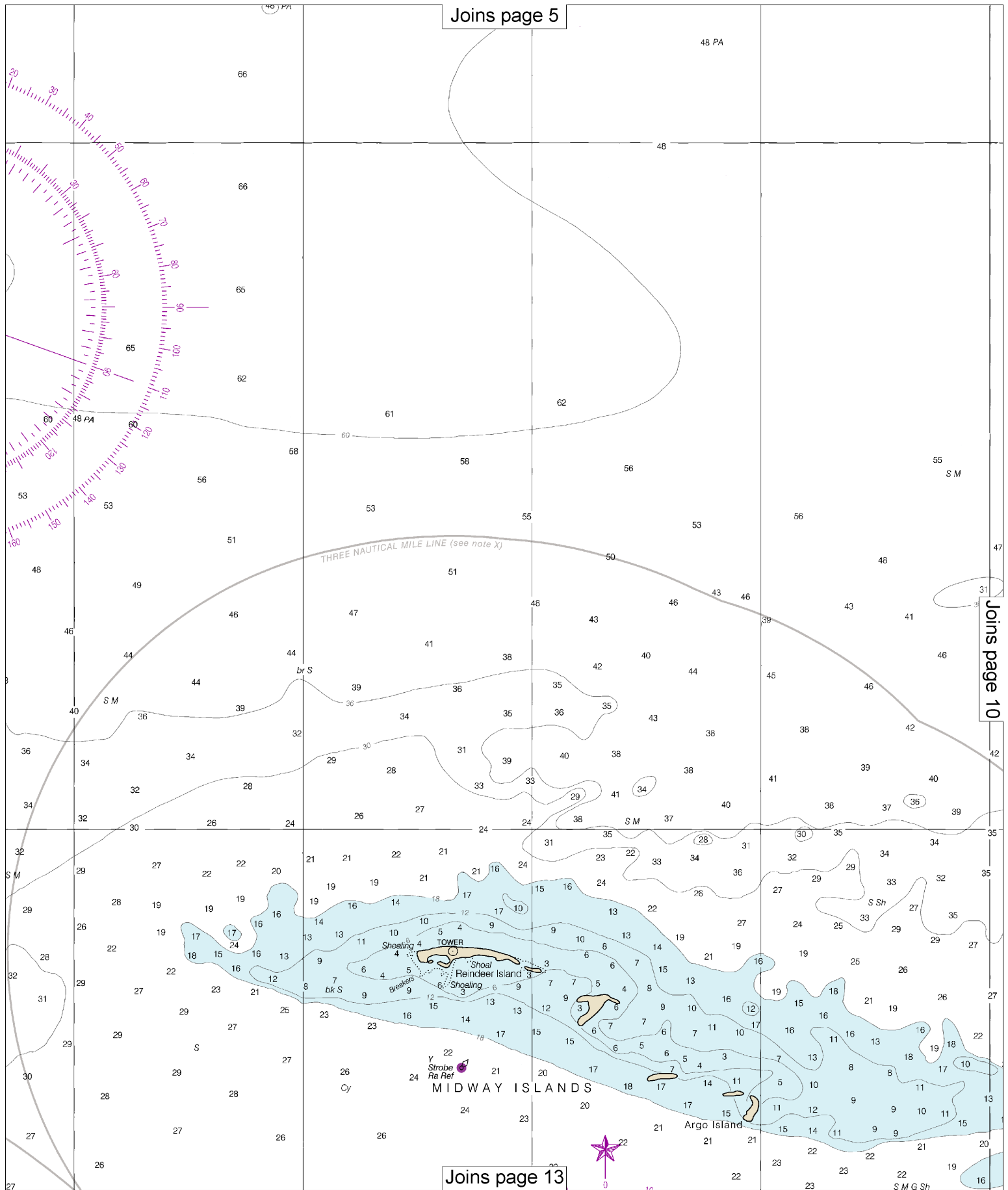
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Nautical Miles

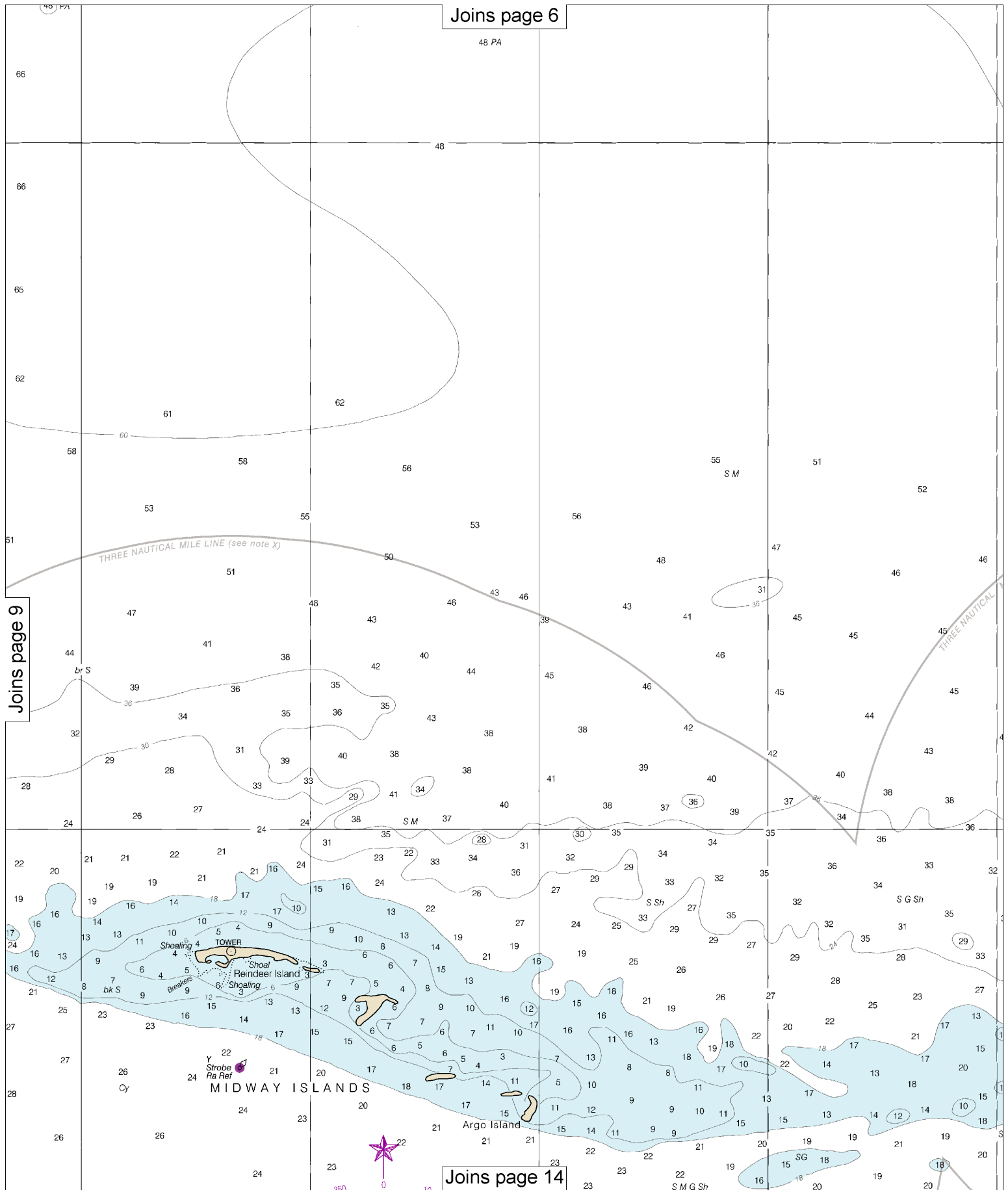
See Note on page 5.





Joins page 5





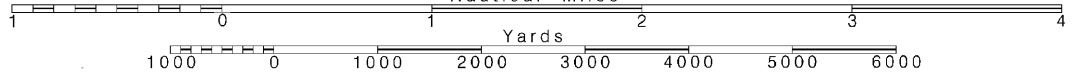
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

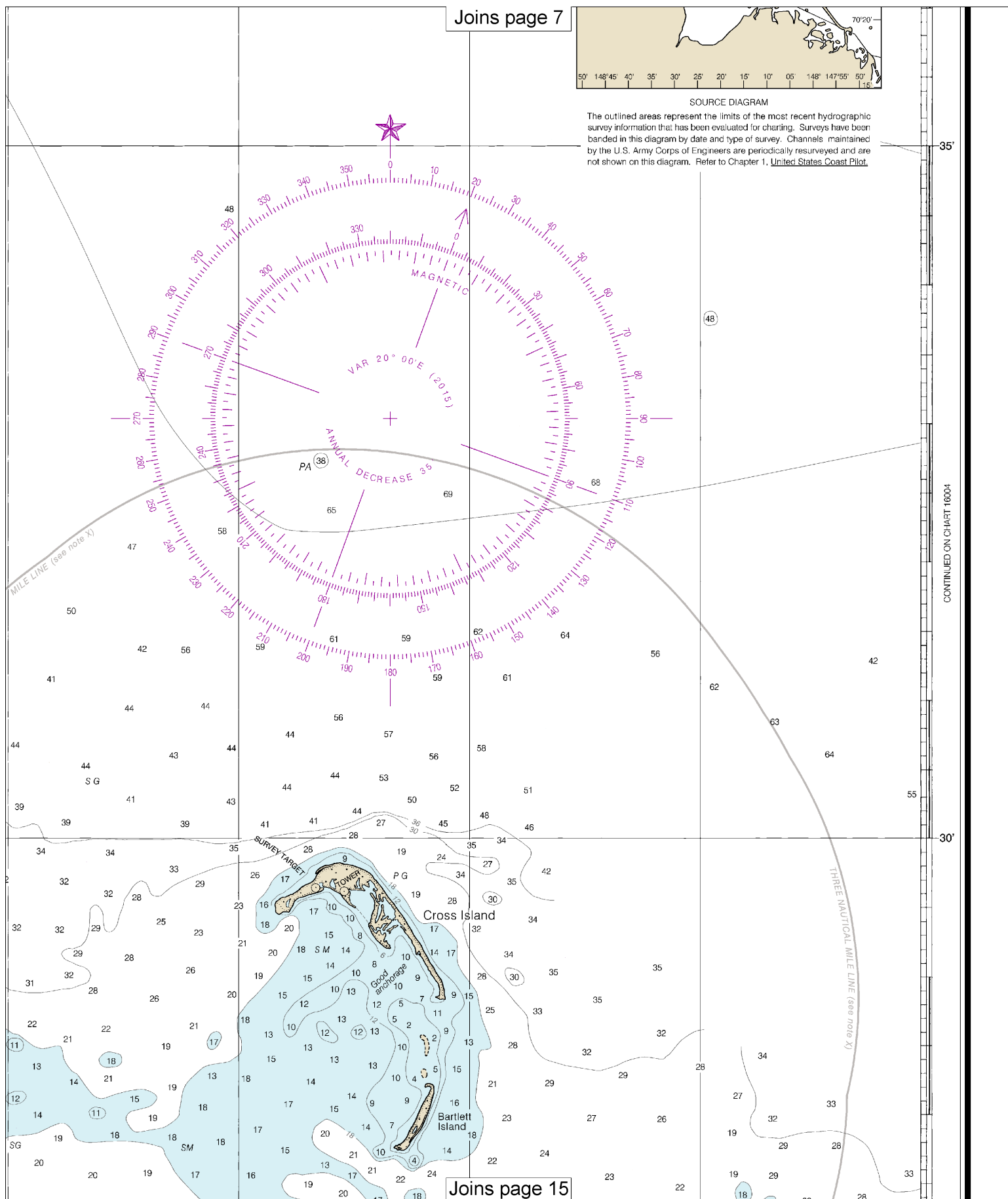
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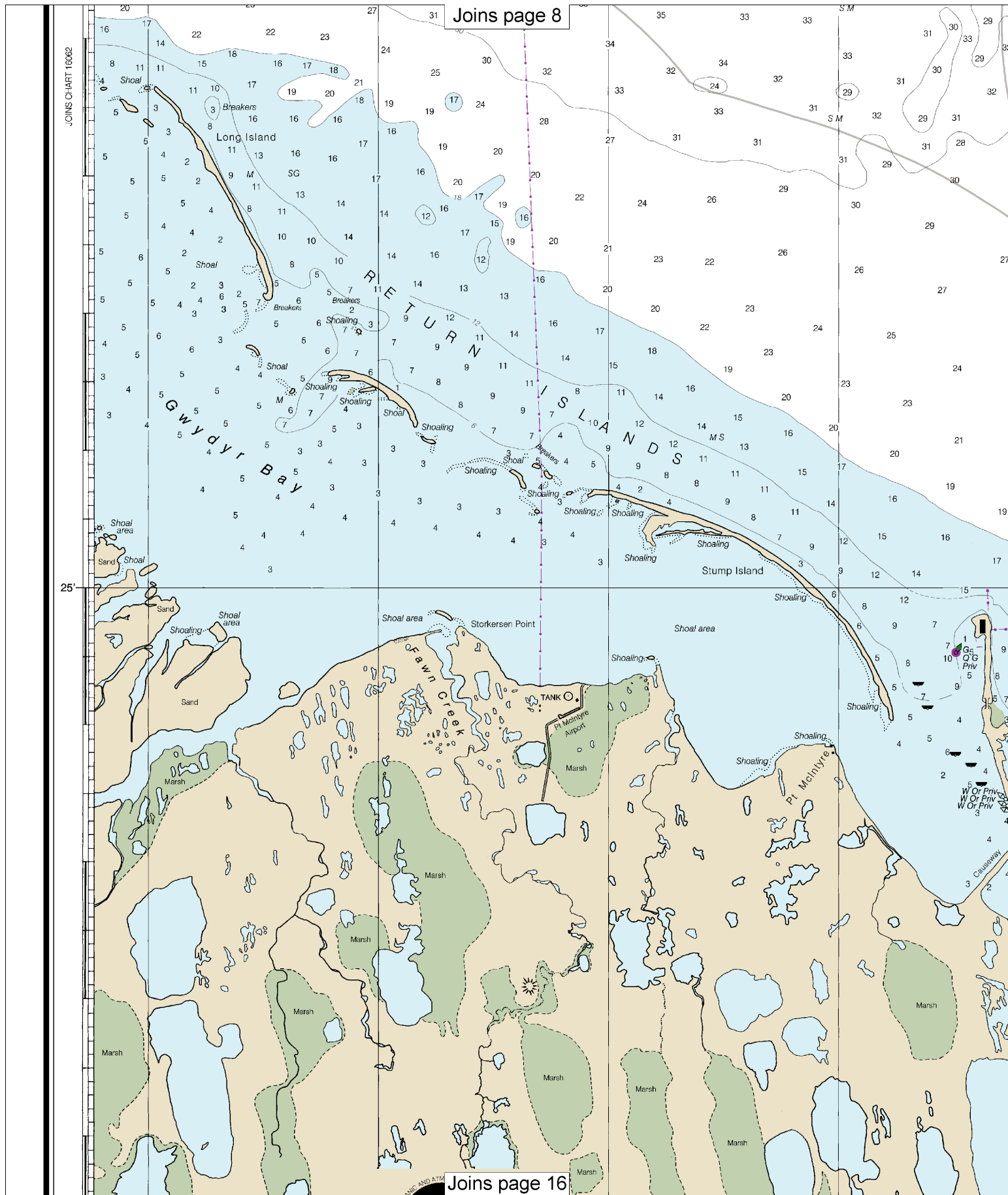


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



CONTINUED ON CHART 16004



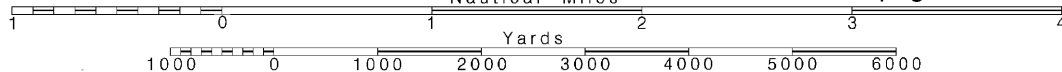
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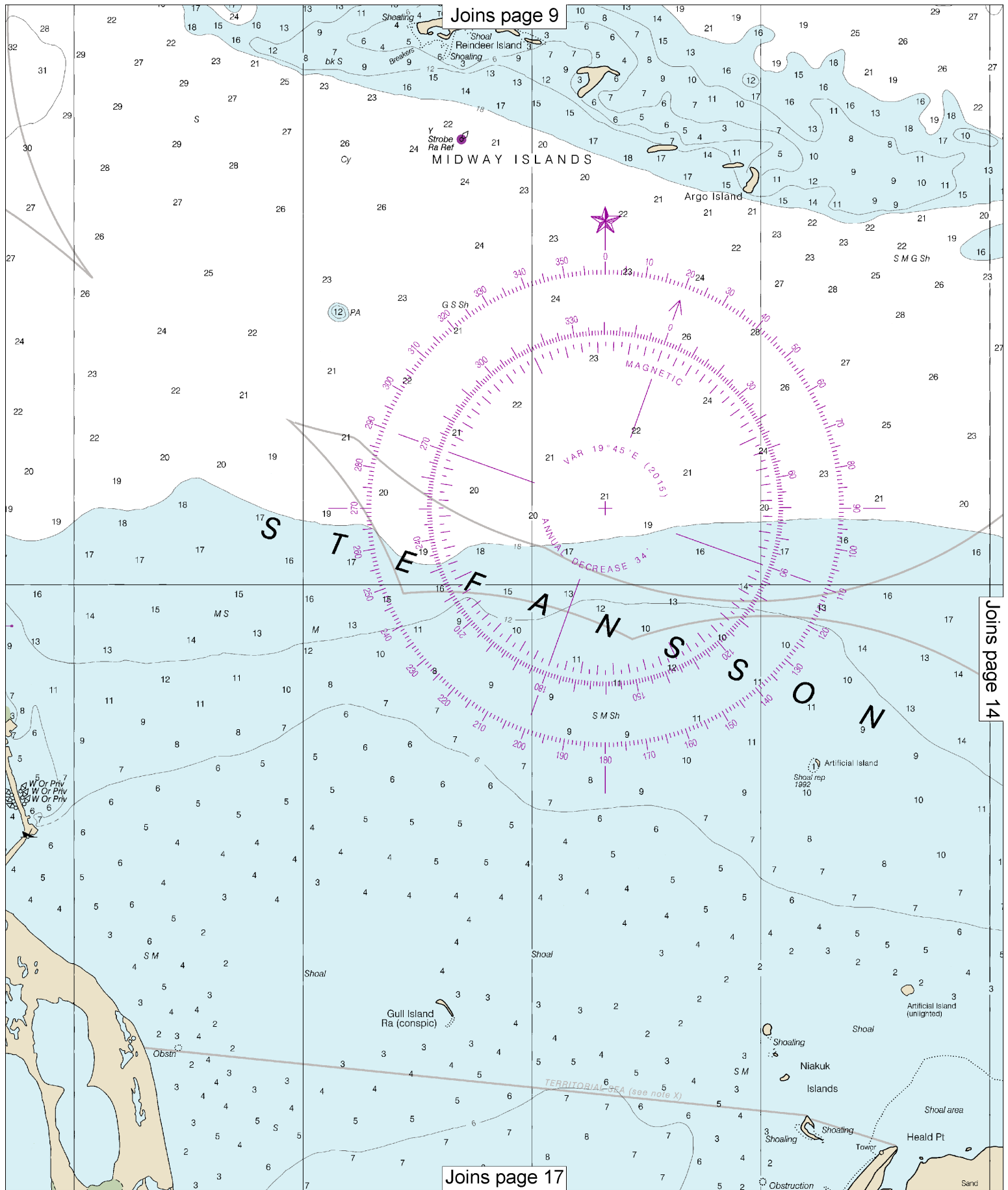
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Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





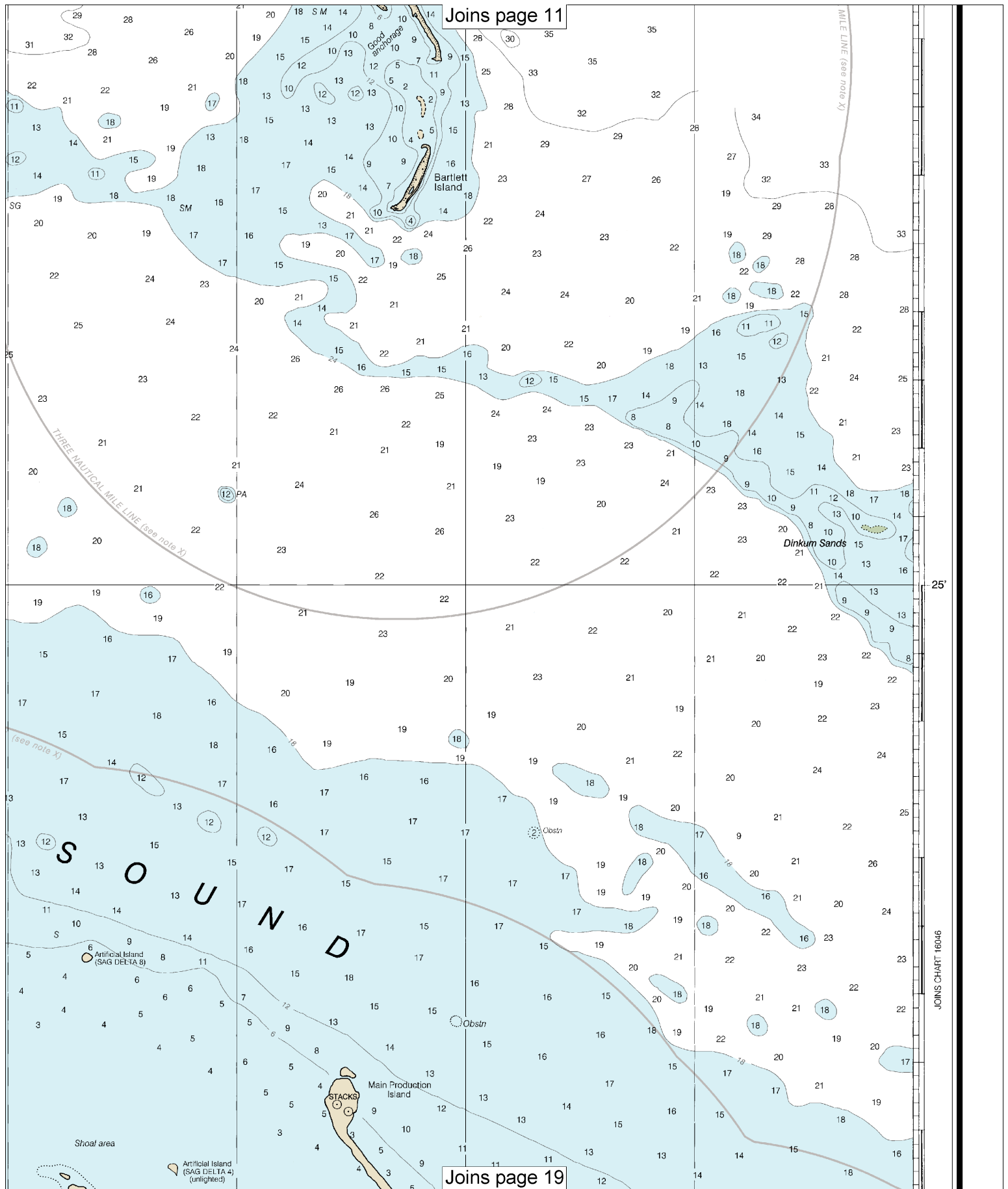
Joins page 9

Joins page 14

Joins page 17







70°  
20'


UNITED STATES  
ALASKA - ARCTIC COAST

# PRUDHOE BAY AND VICINITY

Mercator Projection  
Scale 1:50,000 at Lat. 70°30'

North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
**AT MEAN LOWER LOW-WATER**

For Symbols and Abbreviations see Chart No. 1

COLREGS, 80.1705 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard, and the State of Alaska.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

## CAUTION

Depths may vary as much as 6 feet due to iceberg groundings.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## HEIGHTS

Heights in feet above Mean High Water.

## RACON

Radar Transponder Beacons, or RACONS, are activated by radars operating on the X-band, frequencies 9300 to 9450 MHz and, when activated will emit an international morse code character which will be visible on the radar screen that activated the RACON. The effective range of the RACONS will be from 11 to 27 miles.  
The RACONS will be maintained seasonally from 1 July to 15 September.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to National Response Center via 1-800-424-8802 (toll free) to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

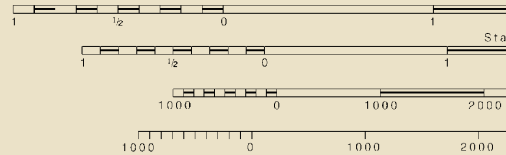
## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.936" southward and 10.971" westward to agree with this chart.

SCALE

Naut

Stat



15'

50'

148°45'

40'

35'

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

16061

9th Ed., Jan. 2015, Last Correction: 12/12/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

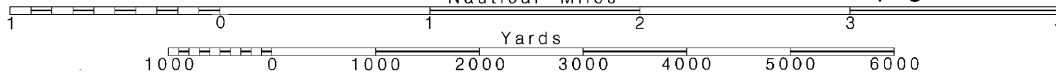
16

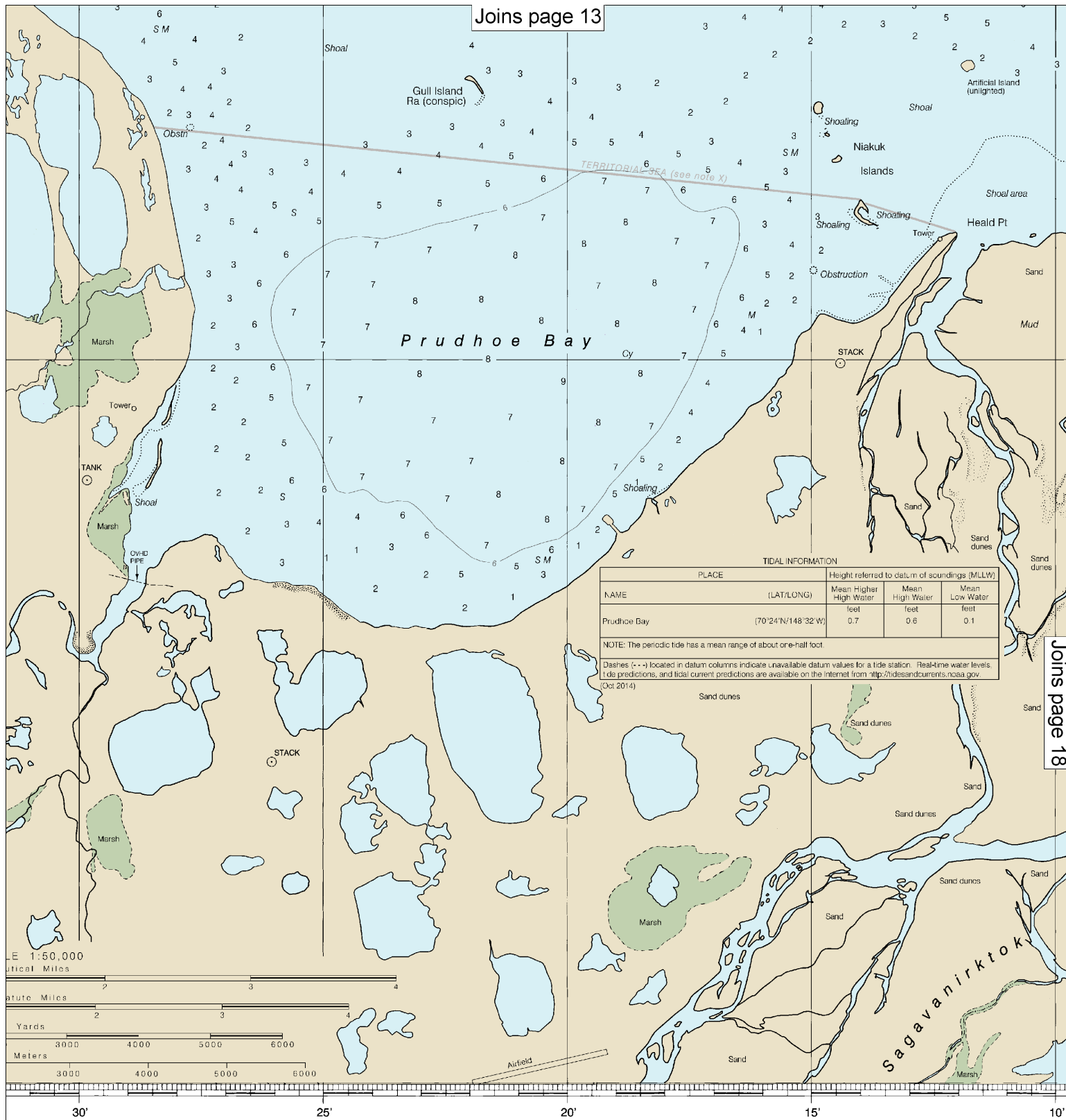
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Prudhoe Bay	(70°24'N/148°32'W)	feet 0.7	feet 0.6	feet 0.1

NOTE: The periodic tide has a mean range of about one-half foot.  
 Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Oct 2014)

# SOUNDINGS IN FEET

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY



FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

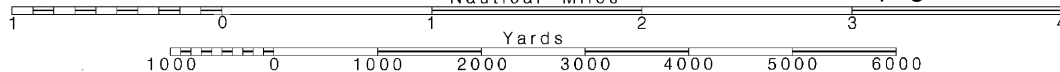
18

Note: Chart grid lines are aligned with true north.

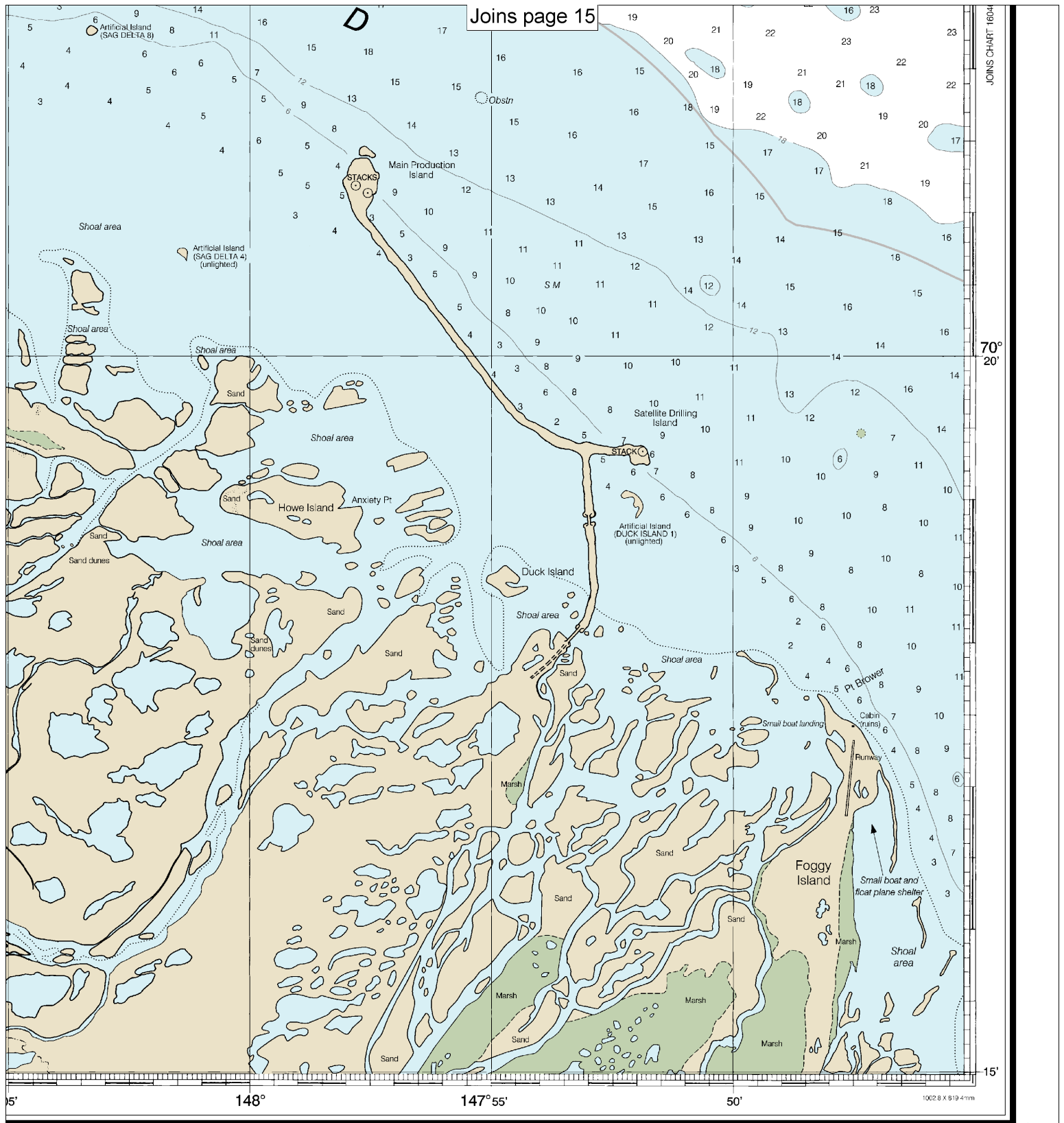
Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.







FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Prudhoe Bay and Vicinity  
SOUNDINGS IN FEET - SCALE 1:50,000

16061



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.